

SECTION 401 WATER QUALITY CERTIFICATION PUBLIC WORKS

Applications for the following projects are currently reviewed for consideration of Water Quality Certification under Section 401 of the Clean Water Act. If you wish to be informed of the status and/or final certification action on any of these projects and/or further information, please contact Valerie Carrillo at (213) 576-6759.

Project descriptions included here are provided by the applicant.

We encourage public input during the certification process. Comments on any of these projects may be submitted in writing to:

Los Angeles Regional Water Quality Control Board
320 W. 4th Street, Suite 200
Los Angeles, CA 90013
Attn: 401 Certification Unit

File No: 09-208

Project Proponent: Shea Homes - Brooke Thomas

Agent: Glenn Lukos Associates - Paul Schwartz

Project Name: The Colony Flood Control maintenance Project

Receiving Waters: las Virgenes Creek

City/County: Calabasas/Los Angeles

Project Status: Pending Review

Public Notice: 10/28/2009 - Present

Public Description: The project primarily involves periodic excavation, land clearing, repair, and maintenance of two existing detention basins and one outflow structure, fire hazard clearing, and vegetation removal to restore the two existing basins and outfall structure to their original flood design capacity. Continued maintenance and excavation is needed at each of these facilities for the protection of the public and prevention of property damage and loss of life due to flooding. Project activities will include the removal of mud, rock and debris from these facilities, all of which are subject to regulation by the Regional Board. Debris accumulates in these facilities during erosional storm events and decreases flood control capacity. Vegetation which has been buried by sediment and debris is also proposed for removal within each of these facilities. Sediment removal operations may occur-several times per year or following a single storm event.

File No: 09-211

Project Proponent: LA County Dept. Public Works

Agent: Dale Sakamoto

Project Name: Mulholland Highway at Culvert Marker 15.47, et al

Receiving Waters: Unknown tributary to Malibou Lake

City/County: Cornell/Los Angeles

Project Status: Pending Review

Public Notice: 11/03/2009 - Present

Public Description: The project consists of the repair of existing drains and resurfacing of roadway pavement at 5 locations in unincorporated County of Los Angeles. Mulholland Highway CM 15.47 can be found approximately 34°06'22" North and 118°47'37" West in Section 5 of Township 1 South/Range 18 West of the Point Dume Quadrangle USGS 7.5 Minute Map. Paiute Drive CM 0.03 can be found approximately 34°06'19" North and 118°45'39" West in Section 4 of Township 1 South/Range 18 West of the Point Dume Quadrangle USGS 7.5 Minute Map. The remaining project sites are between these two locations in the unincorporated County areas of Cornell and Malibou Lake.

- Mulholland Highway at CM 15.47-replace 24-inch corrugated metal pipe(CMP) with 24-inch reinforced concrete pipe (RCP) under roadway, construct headwalls, install riprap gabions, replace overside drains with 18-inch corrugated steel pipes with flared inlets, remove a 2-inch oak tree, repave road

- Mulholland Highway at CM 15.62-replace 30-inch CMP section under roadway with 30-inch RCP, connect to existing 30-inch CMP, replace inlet structures, replace guardrail, repave road.
- Lake Vista Drive at CM 0.49-replace 12-inch CMP with 24-inch RCP under roadway, construct headwall, replace inlet, repave road
Craggs Drive at CM 0.18-construct asphalt overside drain, install headwall, riprap gabion, repave road
- Paiute Drive at CM 0.03-replace arch CMP culvert with elliptical RCP, replace headwall, install energy dissipater impact basin and riprap gabion, install chain link fences, construct inverted asphalt shoulder, remove a 2-inch oak tree, remove another 24-inch tree, repave road

Construction Impact

Rip rap gabion construction involves excavation for discharge of rip rap wrapped in a geotextile blanket material. The wrapped rip rap will be surfaced with a flexible synthetic Pyramat High Performance Turf Reinforcement Mat (HPTRM). The HPTRM will be covered with topsoil and is designed to allow natural vegetation to grow above the rip rap. The construction of the proposed project would temporarily impact an area approximately .008 acre of covered rip rap. Permanent impact at Paiute Dr CM 0.03 due to the construction of the inlet apron and outlet energy dissipater is .007 acre.

Construction is proposed in the summer months when little or no flows exist at the project sites. If flows exist in the soft bottom and roadside ditches at the time of construction, the flows will be redirected away from the project area with best management practices water quality control methodology.

During construction, the contractor will be required to follow the standard specifications of Los Angeles County Department of Public Works pertaining to project site maintenance and construction activities.

All work is within existing right-of-way or easements.

File No: 09-213

Project Proponent: The Boeing Company - Thomas Gallacher

Agent: MWH - Glenn Jaffe

Project Name: Northern Drainage Sediment Control and Bank Stabilization

Receiving Waters: Un-named Ephemeral Drainage

City/County: Simi Hills/Ventura

Project Status: Pending Review

Public Notice: 11/23/2009 - Present

Public Description: The Project consists of installing a single check dam (attached Figure-Northern Drainage Bank Erosion Control) and placing various media (for example, rip rap, coco matting, plantings, hydro mulch, and/or other materials that are used to stabilized slopes and banks) in and adjacent to the ephemeral Northern Drainage. The attached figures indicate approximate locations and details. The placement of these materials will not have a significant negative impact on the drainage. The impact will be positive by minimizing potential sediment transport into the drainage, and by minimizing the potential for sediment transport to the NPDES monitoring location (Outfall 009). The activities will not negatively impact flora or fauna. It is not anticipated heavy equipment will be used in the drainage, and work will be completed typically manually or with hand held equipment. If heavy equipment such as a loader or backhoe or crane is used, the equipment will be staged outside the drainage and used to aid in placing the check dam or bank stabilization material into the drainage.

The proposed activities have been chosen because they are low-impact activities, can be implemented relatively quickly in time for the 2009/2010 rainy season, and will be successful in achieving project goals.

File No: 09-215

Project Proponent: Shea Homes - John Vander Velde

Agent: Aquatic Consulting Services, Inc - Louis Courtois

Project Name: Big Sky Storm Drain System Maintenance

Receiving Waters: Sand & Dry Canyon drainage to the Arroyo Simi

City/County: Simi Valley/Ventura

Project Status: Pending Review

Public Notice: 12/01/2009 - Present

Public Description: The seven existing storm-drain/detention basins need to be periodically cleared of accumulated sediment and debris to maintain their original design capacities. Existing storm-drain inlet and outlet structures (totaling 14) as well as the nine outfalls from the Vortech Treatment Units also need to be cleared of vegetation and debris periodically. However, the outfalls from the Vortech Units differ from other storm-drain outfalls in that they drain to grouted rock rip-rap. Therefore, only the top of the rip-rap must be periodically cleared. If the vegetation has become rooted within the grouted rock rip-rap, the root mass will be left in place. The other storm-drain inlet and outlet structures are either soft bottom or underlain with Pyramat, a geo-textile fabric that permits vegetation to grow through into underlying sediments. At these other storm-drain inlets and outlets, surface vegetation will be cut to ground level leaving the active root masses in place to help anchor the underlying geotextile.

Periodic maintenance work will entail the removal of any accumulated sediment and debris from the basins (as needed), trimming vegetation from the top of the grouted Vortech Unit rip-rap pads, and trimming the surface vegetation within 50 feet of the other storm-drain inlet/outlet structures. This work will be completed using rubber-tired equipment (backhoes, trucks, loaders) and hand-operated equipment (shovel, weed-wacker, chain saws, etc.). Care will be taken to complete all work outside the bird-nesting season or have a qualified biologist check the site immediately prior to clearing the areas to ensure no nesting birds are present. All removed sediment, debris, and vegetation will be hauled from the site to an appropriate disposal facility. Table 1 lists all sites (30 sites) to be cleared, and provides specific information on existing status (impact area, current work needed, and any trees over 3 inches dbh). Figure 3 shows the locations of all the structures to be periodically maintained.

File No: 09-216

Project Proponent: City of Los Angeles - Julie Van Wagner

Agent: PCR Services Corporation - Stephanie Gasca

Project Name: Osborne Street Bridge Replacement Project

Receiving Waters: Kagel Canyon Creek Tributary to Little Tujunga Canyon Wash

City/County: Los Angeles Los Angeles

Project Status: Pending Review

Public Notice: 12/16/2009 - Present

Public Description: The proposed work entails replacing the existing two-span, two-lane bridge with a single span reinforced concrete slab bridge which will maintain the approx. dimensions of the original bridge (approx. 86 feet x45 feet). To avoid major reconstruction activities within Kagel Canyon Creek, the existing wing walls and structural concrete channel slab will be left in place and tied to the rebuilt bridge abutments. The new abutment walls will be constructed on casted reinforced concrete pile foundations to prevent future undermining. As a result, approx. 0.011 acre of temporary impacts will occur to "waters of the U.S. /"waters of the State." Reconstruction of the wing walls and associated foundation will only be necessary if they are inadvertently damaged during the demolition. The project will be phased to prevent the interruption of traffic flow. The western portion of the bridge will be constructed followed by the eastern portion. Temporary shoring activities for excavations over 5 feet will be required during demolition and construction activities. Removal of accumulated sediment from under the bridge overlaying the concrete channel will present a net benefit to water quality by eliminating the horse "waste" that currently resides within the accumulated sediment that inadvertently reached the channel and by preventing excessive sedimentation downstream.

File No: 09-219

Project Proponent: City of Ventura

Agent: Ernie Ferrer

Project Name: Promenade Beach and Stair Repair and Maintenance Project

Receiving Waters: Pacific Ocean

City/County: Ventura / Ventura

Project Status: Pending Review

Public Notice: 12/16/2009 to Present

Public Description:

- Remove existing concrete access steps and replace with timber steps on timber piles to act as the foundation.
- Replenish rock rip along the Promenade seawall to act as energy dissipater from wave force action.
- Restore Alcove "F" with no impacts to the shoreline.
- Contractor shall install and maintain appropriate BMP's, as outlined in item No. 9, but not limited to CASQA BMP's and shall install additional BMP's as necessary

File No: 09-220

Project Proponent: Port of Los Angeles

Agent: Antonio Gioiello

Project Name: Inner Cabrillo Beach Tier 3 TMDL Improvements, Circulation Enhancement Project

Receiving Waters: Los Angeles-Long Beach Harbor, Outer Harbor - Dominguez Watershed

City/County: Los Angeles / Los Angeles

Project Status: Pending Review

Public Notice: 12/21/2009 - Present

Public Description: Project activities include reshaping the beach to a slope of 15:1, creating a trench at a depth of -12.0 ft and installation of three slow speed mixers. This will require removal of approximately 6.4 acres of eelgrass and dredging of approximately 47,000 cy of material. An eelgrass mitigation site will be constructed in the pier 300 shallow water habitat within the Port of Los Angeles boundaries. The site will be constructed between -2 ft to -6 ft MLLW, with confinement achieved with quarry run stone placed along the perimeter at approximately 1.75:1 slope. Fill will be placed within the confined area to design elevation to accommodate placement of eelgrass roots.

File No: 09-221

Project Proponent: Caltrans District 7

Agent: Peter Champion

Project Name: CMP Culverts on State Route 27 at PM 4.55

Receiving Waters: Tributary to Topanga Creek

City/County: Los Angeles / Los Angeles

Project Status: Pending Review

Public Notice: 12/29/2009 - Present

Public Description: Background

On July 23rd, 2009 a sink hole appeared in the roadway on SR-27 at PM 3.9 in Los Angeles County. It was determined that this was caused by a failed 24" inch CMP culvert that crosses the road at this location and outlets beneath a home owner's elevated garage. The bottom of the culvert had substantial voids within it but was still present. There was no flow present within the culvert at the time, but the voids had formed during previous rainy seasons, and the constant stress of the traffic eventually caused the culvert and road to fail during the middle of the summer dry season.

Regarding the present situation at PM 4.55. The one heavily damaged pipe at this location has sustained substantially more damage than the failed pipe at PM 3.9. It is no longer connected or anchored to the headwall, and is already starting to collapse along its length. Voids are quite apparent beneath the pipe, and the current flow is flowing below where the bottom of the culvert used to be. Voids up to 24 inches have been observed beneath the culvert, and it is likely that voids have already formed around the sides and above the pipe.

Caltrans is prepared to start work immediately once regulatory approval has been secured and weather permitting.

Project Description

Two 60-inch CMP culverts cross State Route 27 at postmile 4.55. The inverts of these CMP culverts have been corroded and erosion is creating voids of up to 24 inches underneath them. The invert of the north CMP culvert has eroded away, and has almost entirely failed. The invert of the south CMP culvert still remains; however, large voids exist within it.

As we are currently in the rainy season, the damaged CMP culverts pose an imminent threat to the stability and safety of State Route 27 and the traveling public should heavy flows occur. Specifically, erosion is undermining the highway embankment. According to the attached November 19, 2009 geotechnical report, failure to repair these CMP culverts will further jeopardize the integrity of the highway embankment at this location and will result in the full or, partial closure of State Route 27.

The California Department of Transportation proposes to patch only the voids of the south CMP culvert with grout when the culvert is dry. The grout would be allowed to cure for 7 days. Afterwards, flows would temporarily be diverted away from the north CMP culvert through the south CMP culvert with gravel bags and plastic sheets. The damaged north CMP culvert would be excavated; removed, and replaced in-kind. Any voids found beneath the CMP culverts would be filled. The damaged headwall would be replaced within the existing footprint or patched as needed. All work would occur by hand or from the roadway.

File No: 09-223

Project Proponent: Palmdale 24th - Jonathan Friedman

Agent: Rincon Consultants - Cher Batchelor

Project Name: Simi Valley Tract 5411 - Drainage Pipe Installation

Receiving Waters: Arroyo Simi

City/County: Simi Valley/Ventura

Project Status: Pending Review

Public Notice: 12/30/2009 - Present

Public Description: Background:

While under ownership by another entity, regulatory approvals for the tract were obtained, including conditions from the City of Simi Valley, a conditional Section 404 permit from the Corps (No. 200600549-JWM), and an Operation of Law Letter from CDFG prior to initiation of construction activity. The site and Mt. Sinai Dr. extension were graded per the tract map. Specifically, the activities that generated impacts to jurisdictional drainages onsite included grading and filling designed to create housing pads and extensive construction work (linear cut and fill) along the alignment of the Mt. Sinai Dr. extension. The property was foreclosed, and the project is now owned by Palmdale 47th, LLC, who is engaged in re-activating the project. Although almost all impacts to jurisdictional areas has already occurred during tract and road grading, some fine grading within these areas is still needed to complete road and drainage improvements. Please refer to the Clean Water Permit Application Package that was previously submitted for the Savannah Residential Project for more information on the entire project. This package was submitted by The Planning Corporation for Savannah66, LLC, and is dated November 12, 2005. Biological resources information is contained in the Final EIR prepared for the Douglas Ranch Planning Unit 5 Residential Project.

Current Project Activities:

A 30-in diameter drain that was never installed per the original design will be installed under the, middle section of the Mt. Sinai Dr. extension. This drain would provide exit flows for an ephemeral drainage currently dammed by the new road. An existing dirt ramp provides access to the proposed work area at the upstream edge of the storm drain. The 430-foot long storm drain would be installed under the existing road and will drain flows to the previously constructed detention basin southwest of the road (see attached grading plan sheets and storm drain sheets). Most of the work will be conducted under the existing road; however, a riser pipe and rock weirs will be installed in the jurisdictional area immediately east of Mt. Sinai Dr, and an outlet structure will be installed at the existing detention basin. In addition, an 84-sf concreted riprap outlet will be constructed at the existing detention basin. A small pipe (less than 24-inch diameter) will also be installed under the northern end of Mt. Sinai Dr: extension to drain an ephemeral drainage. Approximately 200 square feet of Corps jurisdictional area will be affected by the installation of the 30-inch pipe. The project term would be one year from February 1, 2010 to January 31, 2011, but the number of work days would be approximately 90. Restoration for this proposed (re)disturbance of this drainage, and the previous fill, will be completed by the applicant per the existing City of Simi Valley's Resolutions and Conditions of Approval (Nos. 2005-03/2005-04 and 2005-17) dated April 20, 2005 for the original project, which require 0.66 acres of riparian restoration on- and off-site (and/or payment of in-lieu fees). The City's Conditions and mitigation requirements are also included in the Permit Application Package that was previously submitted for the Savannah Residential Project.

File No: 10-005

Project Proponent: CA Department of Transportation - Karl Price

Agent: URS Corp - Lenny Malo

Project Name: Schuyler Heim Bridge Replacement Project

Receiving Waters: Santa Monica bay Watershed

City/County: Long Beach / Los Angeles

Project Status: Pending Review

Public Notice: 01/13/2010 - Present

Public Description: A Final Environmental Impact Statement / Environmental Impact Report (FEIS/FEIR) was prepared for the Schuyler Heim Bridge Replacement and SR-47 Expressway Project (Caltrans 2009). The FEIS/FEIR identified six proposed project alternatives. "Alternative 1 (Bridge Replacement and SR-47 Expressway)" was selected as the preferred alternative. Alternative 1 combined the Schuyler Heim Bridge Replacement Project and the Alameda Corridor Expressway Project to create a grade-separated expressway that will be a high-capacity alternate route between Terminal Island and Alameda Street / Pacific Coast Highway. This alternative involved replacement of the Schuyler Heim Bridge; construction of a limited-access expressway that begins at Ocean Boulevard, crosses the Cerritos Channel, and extends northward for a distance of approximately 2.7 km (1.7 mi); and construction of the proposed 1,550-m (5,084-ft) flyover (see Figure 2-1 within the FEIS/FEIR [Caltrans 2009]). However, Alternative 1 could not be completely funded at this time. As a consequence, only a portion of Alternative 1 - construction of a replacement Schuyler Heim Bridge and demolition of the existing bridge - will be completed at this time by Caltrans (hereafter referred to as the Project). The Project does not include adverse impacts to common or special status species² or other biological resources³ associated with the construction of the SR-47 Expressway Project (Figure 1).

As previously stated, the Project includes replacing the existing Schuyler Heim Bridge with a fixed-span bridge east of the existing bridge alignment. The estimated total temporary and permanent disturbance area associated with the Project is approximately 92 acres - which includes the permanent disturbance footprint as well as a 250-ft buffer to accommodate temporary structures (i.e., trestles or piers, lay down areas on Pier A West and Pier S, access and egress routes, etc.). The proposed fixed-span structure will be approximately 1,463 m (4,800 ft) long and with an average width of 36.6 m (120 ft). The proposed bridge is 13 m (43 ft) wider than the existing lift bridge due to a new southbound auxiliary lane, standard 12 feet wide lanes, and standard Caltrans shoulders. In the northbound direction, the replacement bridge will include three 3.6-m (12-ft) wide through traffic lanes, and 3.0-m (10-ft) shoulders. In the southbound direction, the replacement bridge will include three 3.6-m (12-ft) wide traffic lanes, one 3.6-m (12-ft) auxiliary lane, and 3.0-m (10-ft) shoulders. The proposed alignment for the new fixed-span bridge is located primarily within, and partially east of, the existing bridge's right-of-way. The proposed alignment design avoids conflicting with current and future development of Pier A or Pier S.

The footprint of the proposed fixed-span bridge is located east of the existing bridge footprint to avoid impacts to the Alameda Corridor Transportation Authority (ACTA) tracks - located on the Badger Bridge immediately west of the existing Schuyler Heim Bridge (see attached Figures 1 and 2 and also Figure 4 within the attached Jurisdictional Determination Report), and to accommodate construction sequencing and maintain traffic flows during Project construction and demolition activities. Existing and proposed northbound bridge cross sections are shown in Figure 2-5 of the FEIR/FEIS (Caltrans 2009).

The vertical clearance of the proposed fixed-span bridge will be 14.3 m (47 ft) over the Cerritos Channel mean high water line (MHWL) of 1.43 m (4.7 ft). This profile will accommodate a 13.7-m (45-ft) fireboat. The width of the navigable channel (distance between bridge-support columns and fenders) will be 54.9 m (180 ft), the same as the existing width. The bridge replacement will retain access to a southbound off-ramp and northbound on-ramp at New Dock Street on Terminal Island, as well as a northbound off-ramp and southbound on-ramp at Henry Ford Avenue on the mainland (north) side of the bridge. The New Dock Street southbound off-ramp will be elevated to clear the existing industry tracks that join the Badger Bridge rail alignment from east of SR-47. The new alignment of the off-ramp will eliminate one of the two at-grade rail crossings at SR-47/New Dock Street. New Dock Street will be realigned to accommodate the realigned on-ramp and off-ramp.

Construction of the Project is expected to take approximately 2 to 3 years, beginning in the winter of 2010. This schedule assumes the use of multiple crews working over the course of a two-shift workday, typically for a 5-day workweek. This schedule also assumes that interfering utilities will have been removed prior to construction. The construction schedule for replacement of the Schuyler Heim Bridge involves the following major types of activities:

- Demolition;
- Grading/excavation;
- Foundation and bridge abutment/column construction; and
- Bridge construction.

Construction of the Project will require temporary structures, or "falsework" that will be built to support the new bridge and then be removed once construction is complete. The falsework required to construct the new bridge within the channel will temporarily restrict the available horizontal clearance and the vertical clearance to 13 ft wide openings required for U.S. Coast Guard emergency and security vessels. The Cerritos Channel clearance restrictions are projected for a period of 12 to 24 months during construction of the eastern deck sections of the new bridge, demolition of the existing steel lift bridge and construction of the western deck sections of the new bridge. The channel will be closed completely to large marine vessels for a period of approximately 1 year to erect the new bridge and remove the mid-span truss of the old lift bridge. With the exception of these periods of restriction and closure, the channel will be open for navigation during bridge construction.

The Project involves utilizing shafts that are cast-in-drilled-hole (CIDH) over land and cast-in-steel-shell (CISS) in the water depending on soil conditions (See Figure 2-2 within the FEIS/FEIR [Caltrans 2009]). Most of the shafts will be of CIDH construction, as CIDH shafts can carry vertical and lateral loads through the deep, liquefiable soil layers. Also, the CIDH shafts do not require footings and, therefore, minimize right-of-way takes and utility relocations and, overall, have less effects to biological resources compared to the CISS shafts. The CISS shafts, which require footings, will be constructed where soil conditions require additional support.

The Project will demolish the existing Schuyler Heim Bridge by first removing the lift span and then removing the remaining steel structure. Construction of the new fixed-span bridge will be phased to minimize the required bridge closure time (estimated to be several night closures that transition traffic from the existing bridge approaches onto the new bridge). The first phase constructs the easterly portion of the new fixed-span bridge east of the existing bridge. Once built, traffic from the existing bridge approaches will be routed onto the recently constructed bridge. In the second phase, the existing Schuyler Heim Bridge will be demolished. The final phase constructs the westerly portion of the new fixed-span bridge over the footprint of the recently demolished bridge.

The eastern side of the new fixed-span bridge will be constructed east of the existing lift bridge. The south ends of the new bridge approach will tie-in to Ocean Boulevard. On the north, the new bridge approach will tie in the existing SR-103 and Henry Ford Avenue. The connection to Ocean Boulevard and SR-103 are expected to occur at night without closing the SR-47 to traffic. Following completion of the tie-ins, traffic on the existing bridge will be diverted to the eastern side of the new bridge, and the existing bridge will be demolished.

The existing bridge then will be demolished. Following demolition, the western side of the new bridge will be constructed over the footprint of the existing bridge. The new bridge then will be open to traffic. Total closure of the Cerritos Channel crossing during construction is expected to be approximately 4 weeks, which includes approximately 5 days of closure to remove the mid-span truss.

Construction of the portion of the new bridge that is directly over the Cerritos Channel will require access from both sides of the channel. Pier S and Pier A West will serve as local construction staging and materials storage areas (See attached Figure 1). Per the contract's specifications, the contractor will be allowed to choose their method and means to erect the bridge over the Cerritos Channel. As a result, the contractor will either employ; material delivery and crane work with the use of barges, or temporary trestles (See attached Figure 2). If the contractor elects to use multiple barges to construct the new bridge, a temporary pier composed of individual concrete column footings spaced every 6 m (20 ft), timber posts, cross tie beams and a wooden deck would be constructed from Pier S. The temporary pier would be required to dock the construction barges that supply construction materials, falsework, equipment and workers from the Pier S staging area. The temporary pier will extend approximately 46 m (150 ft) beyond the Pier S channel embankment to allow barges to dock. The temporary pier would be approximately 12 m (40 ft) wide to simultaneously accommodate a haul truck, front loader and construction workers. The temporary pier would also be utilized in constructing the eastern half of the new bridge, demolishing of the existing Schuyler Heim Bridge and constructing the western half of the new bridge. Upon completion of this work, the temporary pier would be completely removed from the channel. The pier will have an estimated temporary in-channel impact of 0.0009 ha (0.0023 ac) - based on 26 column footings that are approximately 0.37 square m (4 square ft) each. Barge access to the contractor's construction staging area within Pier A (west) will not require a temporary pier be erected in the Cerritos Channel. Due to the amount of goods movement activity on Pier A (east) and the fully developed Anchorage marina, construction materials, falsework, equipment and workers from Pier will be transported to an existing barge dock on the northern shore of the Dominguez Channel, west of Henry Ford Avenue. As result, the construction barges will travel about a mile southwest on the Dominguez Channel before intersecting the Cerritos Channel and traveling east to access the construction site.

The contractor could also elect to build a temporary trestle bridge to construct the Project. This approach would require a timber trestle erected on concrete column footings, or short steel driven piles spaced every 6 m (20 ft) to span the entire channel. The temporary structure would be placed just east of the eastern half of the new bridge to load and unload construction materials, falsework, equipment and workers from the Pier A and Pier S construction staging areas. The temporary structure would be approximately 238 m (780 ft) long and 12 m (40 ft) wide. The trestle bridge will have a temporary in-channel impact of 0.0044 ha (0.0110 ac) - based on 120 column footings that are approximately 0.37 square m (4 square ft) each. Openings within the temporary trestle to accommodate U.S. Coast Guard emergency and security vessels will be provided by the contractor. Once the eastern half of the new bridge is completed, the temporary trestle would be removed. After demolition of the existing Schuyler Heim Bridge, another temporary trestle would be constructed just west of the second half of the new bridge to supply construction materials, falsework, also be approximately 238 m (780 ft) long and 12 m-(40 ft) wide. Once the western half of the new bridge is completed, the temporary trestle would be removed. The trestle bridge will have a temporary in-channel impact of 0.0044 ha (0.0110 ac) - based on 120 column footings that are approximately 0.37 square m (4 square ft) each.

For both scenarios, the contractor will first construct the eastern half of the new bridge that does not impact the existing traffic operations of SR-47. The new eastern half of the bridge will require the contractor to install two footings at each of the four bents within the Cerritos Channel for a total of eight CISS piles. After demolition of the existing Schuyler Heim Bridge, the contractor will install the remaining eight piers for a grand total of 16 CISS piles constructed within the Cerritos Channel. All CISS piles within the channel that support the new Schuyler Heim Bridge have a 3.65-m (12-foot) diameter. Drilling for the 16 CISS piles will produce 1,922 cubic meters (2,513 cubic yards) of excavated material to be removed from the channel. Subsequently, the same volume of concrete and steel reinforcing bars will be placed into the channel to permanently fill the drilled CISS piles. In order to provide a dry workspace to join the bridge's columns to the steel reinforcing bars in the CISS piles, the contractor will construct a watertight coffer dam at each bent. Dewatering will occur once steel piles along with interlocking corrugated metal sheets are driven around the bridge bents to form a dry workspace. Water removed from the dams will be analyzed to identify if it is contaminated, classified, and treated if required before it is disposed in the approved manner. The area within the coffer dam will be utilized to construct the bridge's CISS piles and later the bridge columns. Four coffer dams, each 27 m (90 ft) long and 12 m (40 ft) wide, will be utilized to construct the eastern section of the new bridge's footings. Construction materials, equipment, and laborers will be supplied by barge or trestle. All excavated material will be analyzed to identify if it is contaminated, then classified, and if it is clean it will either be used for fill in upland areas within Project limits or transported for disposal in an approved landfill; or if it is contaminated, it will be transported for disposal in an approved landfill. Once the first half of the bridge's columns has been constructed, the coffer dams will be removed. After the existing bridge has been demolished, the next four coffer dams will be erected to construct the second set of CISS piers and bridge columns. The four additional coffer dams will be removed after the new bridge's columns have been completed. The eight coffer dams will have a temporary in-channel impact of 2.3 ha (5.7 ac).

Falsework for the new Schuyler Heim Bridge will require driven steel pipe columns, 600 millimeter (mm) (23.6 in) in diameter, to be installed at 6 m (20 ft) center-to-center spacing for additional temporary support. The driven steel pipe columns will have a temporary impact of 0.051 ha (0.127 ac) - based on 440 driven steel pipes. Once the steel pipes are in place, wooden timber posts with "X" bracing lumber cross ties will support structural steel "I" beams to form a temporary heavy timber deck. The temporary deck will be employed for constructing the Cast-in-Place (CIP)/Post Tensioned (PS) girders as well as the final concrete deck between spans. During erection and dismantling of the bridge falsework, marine traffic will not be allowed to pass.

During the anticipated 2- to 3-year construction period, marine traffic in Cerritos Channel will be limited, as temporary navigation openings will be a maximum 22.9-m (75 ft) wide and 13.1-m (43 ft) high. In addition, the channel could be closed for periods up to 30 days for falsework erection, girder casting, lift bridge span demolition and falsework dismantling. During periods when the channel will be open, marine traffic would be directed through temporary openings.

Bridge construction will occur in phases. The construction schedule balances speed of construction with maintaining traffic on SR-47 and also minimizes bridge closures during construction. During construction, security fencing will be installed; followed by rough grading. Grading will occur on the north and south sides of the Cerritos Channel within the right-of-way to build the access ramps and approaches for the new higher bridge. It is expected that cut and fill will be balanced for this activity. This grading phase is estimated to require approximately 1 month to complete.

Since pile caps are not required for the bents on land or piers within the Cerritos Channel, once the pile is cast up to the construction joint, the column's reinforcing steel cage will be tied to the pile's exposed steel bars before final casting occurs. Pile casting will be completed after the column's reinforcing steel bar cages have been installed, the vertical column forms have been erected, and the structural concrete has been poured. Concrete will be brought on site in ready-mix trucks and pumped into the forms. After the specified curing period, the column forms will be removed. The columns will be spaced approximately 47 m to 75 m (154 ft to 246 ft) apart to support the fixed-span bridge. Each column will be approximately 2.1 m to 2.7 m (7 to 9 ft) in diameter. This phase will require an estimated 24 months to complete. A total of 120 columns will be installed and will have a permanent impact of 0.032 ha (0.078 ac).

The existing fender piles in the channel will be pulled out with a crane. A total of 144 fender piles will be removed, each having a diameter of 0.36 m (1.2 ft) for a total area of 0.0005 ha (0.0013 ac). A pile-driver will be used to install the new fender piles in the channel. Information on the size, number, and types of fender piles is currently uncertain. However, the fender piles for this Project will be in the Q0.61-meter (24-inch) diameter size range and approximately 80 piles will be required. Therefore, the permanent impact of new fender piles is estimated to be 0.007 ha (0.018 ac). Fender piles are likely to be driven with a hydraulic impact hammer, with total energy per strike up to 500 kilojoules (kJ). During this period, actual striking time is approximately 45 minutes, with a strike occurring between every 1 to 2 seconds. As the pile is driven deeper, the time between strikes typically increases. Strike periods occur in intervals, with short breaks (e.g., up to ½ hour) between intervals, as adjustments are made or a diver is sent down to check the pile tip elevation. A total of between approximately 1,350 and 1,800 strikes or more may be required to drive each pile for duration of approximately 2 hours. The season of the pile installation has not been identified at the present time.

After column installation is complete in the channel, wood forms supported by steel and wood falsework will be erected at each pair of columns. Falsework will consist of large heavy timbers designed to support the overhead installation of reinforcing steel, and subsequent concrete pouring to form bent caps and connect of the columns in each bent. Once the bents caps are constructed, the contractor will erect additional false work and form the bridge's box girders. As an alternative, the cast in place box girders may be precast offsite and brought on site with flatbed trucks and barges, and lifted onto the columns with a crane. During this phase, warning signs and night lighting will be utilized on the falsework - as necessary, to alert marine traffic of the presence of construction structures. This phase will require an estimated 17 months to complete.

When the falsework for the approach span is completed, installation will begin by constructing the bridge support structure (i.e., bents tying the four columns together) with steel and reinforced concrete. Overhead bridge deck forms will be placed; then concrete will be poured and cured. The forms will be removed as the final step. This phase will require an estimated 13 months to complete.

With a substantial portion of the falsework in place, installation of the main-span superstructure will begin. This will consist of the casting the bents with the girders to connect the pairs of columns, and subsequently the bridge support structure. Just as in other poured-in-place installations, overhead forms will be installed around each section of the superstructure, concrete will be poured and cured, and forms will be removed. This phase will complete of the structural section of the main span. This phase will require an estimated 25 months to complete.

The existing bridge superstructure and piers will also need to be removed. The pile caps will remain, except for a small portion of the existing main-span footing, which will be removed to allow placement of several CISS piles in the channel. The existing pile caps, footings, and piles will be cut 0.6 m (2 ft) below the channel invert per a 2005 agreement with the U.S. Coast Guard, and the hard-bottom substrate will revert back to native earth bottom. Prior to existing substructure removal, four coffer dams will be erected to provide dry workspaces. The two coffer dam in the center of the channel will be approximately 43 m (140 ft) in length while the outside coffer dams by the shore will be 24 m (80 ft) in width and the other two will be approximately 43 m (140 ft) in length and 16 m (51 ft) in width. The four coffer dams will have a temporary in-channel impact of 0.197 ha (0.488 ac). If the bridge is not sold for reuse in an alternate location, the port does not object to leaving the existing bridge pile caps in place, provided they are cut off and appropriately as-built marked. The superstructure will be sent to a scrap metal exporting terminal. While there is no steel recycling mill operating in the Port of Long Beach (POLB) or Port of Los Angeles (POLA), there are several scrap metal exporting terminals at both ports. Because lead paint is likely to be encountered on the old superstructure, special measures will be employed during demolition to prevent lead contamination. A lead-based paint and asbestos survey will be conducted. If lead and/or asbestos were encountered at levels higher than the mandated thresholds, these materials will be removed from the steel for disposal prior to recycling. This demolition phase will require an estimated 17 months to complete.

Once the approach and main-span decks have been completed, construction of the deck barriers and joints will begin. The deck barriers will consist of forms and reinforced concrete to provide vehicle protection along both the outside portions of the structure and the center divider. Joints will consist of forms and reinforced concrete to tie together each segment of the bridge and expressway structure, and allow for expansion and contraction of the road surface. This phase will require an estimated 18 months to complete.

At the close of construction, the bridge surface will be striped for the prescribed number of traffic lanes, and lighting fixtures and signage will be installed. Additionally, prior to the close of Project construction a fence will be incorporated on both sides of the new bridge with a height of 4.27 m (14 ft). After this step, the bridge will be open for service. This phase will require an estimated 12 months to complete. Overall, the Project will have a temporary in channel impact of 2.57 ha (6.36 ac). Although the Project will require the permanent placement of 0.01 ha (0.02 ac) of CISS piles within the Cerritos Channel, the Project will remove 0.20 ha (0.49 ac) of existing piles and footings which will result in a net gain in open water habitat of 0.18 ha (0.47 ac).

In addition to the information provided above, dewatering activities will include coffer dams or similar structures within the Cerritos Channel. Barge mounted vibratory pile drivers will be use to vibrate sheet piles for the coffer dams into the ground. The coffer dams will be equipped with pumps for dewatering. Water that enters the coffer dams will be removed by pump and placed in a baker storage tank for testing and treatment. Pumped water will be allowed to settle in the baker tanks. If foreign material enters the water it will be disposed of according the requirements of the Clean Water Act Section 402 National Pollution Discharge Elimination System Permit, Industrial Water Permit, or profiled for disposal at an acceptance facility. Clean water will be returned to the Cerritos Channel. Sediments from the baker tanks will be placed on a barge and taken to shore for processing and disposal with other spoils. Water will remain flowing during construction around the coffer dams within the Cerritos Channel. The coffer dams will be removed using the barge mounted vibratory pile drivers upon completion of construction. The Project will not disrupt the tidally –influenced hydrological regime within the Cerritos Channel. The channel will maintain its tidally-influenced hydrologic regime during Project construction to avoid or, minimize adverse impacts to fish or other biological resources and localized water-chemistry (e.g., turbidity, salinity, pH, water temperature, dissolved oxygen, etc.).

File No: 10-006

Project Proponent: LA Co. Department of Parks & Recreation - Hayden Sohm

Agent: LA Co. Department of Public Works - David Palma

Project Name: Frank G. Bonelli Regional Park Boat Launching Facility

Receiving Waters: Puddingstone Reservoir

City/County: San Dimas / Los Angeles

Project Status: Pending Review

Public Notice: 01/20/2010 - Present

Public Description: Due to deterioration and required Americans with Disabilities Act requirements, two (2) existing floating gangways and concrete boarding docks will be removed and replaced with two (2) new floating aluminum gangways and lightweight concrete docks. Additionally, to allow for low lake water level boat launching, two (2) existing boat launch ramps will be extended by 10 feet into the lake.

1. Preconstruction: A biological aquatic survey of macro-organisms will be performed at the project area.
2. Cofferdam and dewatering construction area. Installation of a cofferdam is proposed around the boat launch ramp extension construction area. After installation of the cofferdams, the area will be monitored during dewatering by an authorized representative of the County or other authorized jurisdictional agency.
3. Repair/Replacement Activities: The two (2) existing boat launch ramps will be extended by 10 feet into reservoir/lake. Additionally, one boat launch ramp undermined by tree roots will be repaired through injection of a concrete grout.
4. Installation of floating gangways and boarding docks: Deteriorated gangways and concrete boarding docks will be removed and new aluminum boarding docks and lightweight concrete boarding docks will be installed. Additionally, one floating gangway and boarding dock will be fully compliant with the Americans with Disabilities Act Standards.
5. Floating boarding docks and guide pile anchors: In accordance with the Handbook for Small Craft Boat Launching Facilities, the floating boarding docks will be anchored/secured by wood or concrete guide piles.
6. Landscaping: No removal of vegetation is expected along Puddingstone Reservoir shoreline.

File No: 10-007

Project Proponent: LA County Department of Public Works

Agent: Paul Akamnonu

Project Name: Gridley Drain – Private Drain 190

Receiving Waters: San Gabriel River

City/County: Lakewood / Los Angeles

Project Status: Pending Review

Public Notice: 01/20/2010 - Present

Public Description: The proposed project consists of removing and reconstructing approximately 500 linear feet of the existing channel sidewalls, repairing approximately 500 linear feet of longitudinal and transverse cracks at various locations, and removing and reconstructing approximately 3,100 square feet of delaminated and spalled concrete at various locations along the channel. Gridley Drain at the project location is a trapezoidal concrete channel with an approximate top width and bottom width of 32 and 10 feet, respectively, and side slopes of 1 1/2 to 1.

The construction would occur outside of the storm season when the channel is dry or has dry weather flows. The dry weather flows, if present, will be contained in the low flow portion of the channel by placing sandbags around the perimeter of the work area during the period of construction.

The proposed project construction would require removal of approximately 75 cubic yards of concrete from the channel wall and the 11' wide adjacent portion of the channel invert. Forms and reinforcing bars would be installed and concrete would be poured to reconstruct these damaged portions of the channel. The removed concrete material will be stockpiled in a roll-off container and disposed at an approved site.

The construction footprint is approximately 0.02 acres within the channel which includes the invert and channel wall. This area would be temporarily impacted during construction.

The channel is entirely concrete-lined with no vegetation present. There are no biological resources that will be affected by the construction work.

File No: 10-008

Project Proponent: Shea Homes - Brooke Thomas

Agent: RBF Consulting - Lauren See

Project Name: Canterbury Lane Tract No. 5133 RCP Extension

Receiving Waters: Arroyo Simi Creek

City/County: Moorpark/Ventura

Project Status: Pending Review

Public Notice: 01/21/2010 - Present

Public Description: As part of the adjacent 9.2-acre Canterbury Lane Tract No. 5133 residential construction, the proposed project will extend an existing 48-inch reinforced concrete pipe (RCP) ("Walnut Acre Drain") approximately 78 linear feet to the Arroyo Simi Creek and remove 350 yards of existing rip-rap. Once the existing rip-rap is removed, the existing storm drain line will be extended to the Arroyo Simi Creek and the area will be filled with approximately 1,000 cubic yards of Flew grouted rip-rap, thereby eliminating access constraints.

Additionally, an outlet ("Line A") to the Arroyo Simi is proposed to replace the existing storm drain that outlets to a detention basin on Parcel X, south of Tract 5133. The Existing Basin is being filled in, triggering the construction of the new outlet to the Arroyo Simi. Line A is a 24 inch RCP. It will outlet approximately 40 feet east of the proposed Walnut Acres Drain. The outlet will be at the invert of the channel and within the Rip Rap section that is proposed with the Walnut Acres Drain. The 10 year and 100 year flows will be 2.70 cfs and 3.80 cfs respectively.